

CHAPTER 302

MOBILIZATION AND PRE-DEPLOYMENT ACTIVITIES

A. SOURCE OF MOBILIZATION TRANSPORTATION

Transportation resources are required to support mobilization, deployment, employment, sustainment, redeployment, and demobilization operations. Mobilization activities are supported principally by intra-CONUS air, rail, highway, pipeline, port facilities, and inland waterway assets of commercial firms. These assets move units and unit-related equipment/supplies (also referred to as accompanying supplies) through the mobilization and deployment process from home stations to mobilization sites and to POEs; nonunit personnel from their homes to reception and training sites and then to replacement centers and POEs; and nonunit-related equipment/supplies (also referred to as resupply) from production and storage sites to POEs. Deployment, employment, sustainment, redeployment, and demobilization operations are supported by strategic airlift and sealift, which move units, nonunit personnel, and sustainment (both unit-related and nonunit-related equipment and supplies) from the US to the theaters of operation. The sources of additional transportation resources for mobilization and the options for mobilizing them are listed in Table 302-1. It is important to note that in most cases transportation assets must be mobilized before substantial deployments can be executed.

Table 302-1. Transportation Mobilization: Sources and Options

Situation	Sources of Transportation Augmentation	Transportation Mobilization Options	Actions Required
Any level of emergency	Strategic Airlift		
	Reserve component airlift assets.	Task AMC; Reserve component, and Naval Reserve assets.	Secretaries of the Air Force and Navy activate units and individuals with call up order.
	Voluntary charter.	Charter available commercial aircraft.	AMC obtains commercial charter airlift.
	CRAF Stage I.	Activate when required to augment capacity.	USTRANSCOM activates and operationally directs CRAF I assets with SECDEF approval.
	CRAF Stage II.	Activate when required to augment capacity.	USTRANSCOM activates and operationally directs CRAF II assets with SECDEF approval.
Any level of emergency	Strategic Sealift		
	Voluntary charter.	Charter available commercial vessels when required to augment USTRANSCOM controlled fleet.	MSC obtains commercial charter shipping.
	DOD reduced operational status ships.	Activate when required to augment sealift capacity.	USTRANSCOM requests reduced operational status approval.
	RRF.	Activate when required to augment sealift capacity.	USTRANSCOM requests through CJCS; SECDEF approves (by agreement with the SECTRANS), DOT/MARAD (NDRF) implements.

Situation	Sources of Transportation Augmentation	Transportation Mobilization Options	Actions Required
Any level of emergency	Voluntary Tanker Agreement (VTA).	Augment when required to augment sealift (tanker) capacity.	USTRANSCOM activates.
	Fast Sealift Ships (FSS) and Large Medium Speed Roll-On/Roll-Off (RO/RO) Ships (LMSR).	Activate to augment sealift capacity.	MSC obtains commercial charter sealift.
	CONUS Transportation		
	Commercial air, rail, highway, barge, transportation terminal unit.	Activate the Contingency response program. Mobilize SPOE transportation terminal units.	The contingency response program team assembles at the call of USTRANSCOM to prevent or resolve transportation shortfalls. Secretary of the Army publishes call up order for transportation terminal units.
	Strategic Airlift		
National emergency or war	CRAF Stage III.	Activate to augment airlift capacity.	USTRANSCOM activates and commands CRAF III assets with the approval of SECDEF.
	Foreign voluntary charters.	Charter available foreign aircraft.	USTRANSCOM enters into agreements with foreign carriers consistent with the Fly American Act.
	North Atlantic Treaty Organization (NATO) Allied Pre-committed Civil Aircraft Program aircraft.	Request NATO resources to augment US airlift capacity.	North Atlantic Council requests reinforcements and responds to requests for airlift.
	Strategic Sealift		
National emergency or war	Requisitioned US-flag and effective US controlled shipping vessels.	Requisitioned to meet sealift requirements.	With declaration of National emergency, SECTRANS requisitions ships at the request of SECDEF.
	Naval Inactive Fleet of the NDRF.	Activate to augment sealift capacity.	With declaration of National emergency, USTRANSCOM requests through CJCS; SECDEF orders activation.
	NATO vessels.	Request NATO resources to augment US sealift capacity.	North Atlantic Council requests reinforcements and responds to requests for NATO ships.
	CONUS Transportation		
National emergency or war	Air, rail, highway, and barge	Seek priorities and allocations of domestic transportation to augment capacity.	With declaration of National emergency, the President invokes priorities and allocations for DOD.

B. TRANSPORTATION MOBILIZATION OPTIONS

1. A variety of decision options are available for mobilization of strategic and intra-CONUS lift assets. As Air National Guard and Air Force Reserve assets of AMC and airlift assets of the Naval Reserve are activated, voluntary and contract AMC charter, CRAF, and NATO Allied Pre-committed Civil Aircraft Program airlift (in NATO emergencies) can be called to provide the needed capacity. Limited peacetime sealift, operated by MSC, can be augmented by voluntary contract charter, activation of the RRF, chartering, requisition of US-flag and effective US Controlled shipping (US owned but under foreign registry), and a limited number of NATO ships (in NATO emergencies). Foreign-owned flag ships are also a potential source of additional sealift through chartering. Activation of any ships from the NDRF that remain after activation of the RRF would only occur as attrition fillers.
2. Defense priority for the various modes of intra-CONUS transportation resources can be obtained through USTRANSCOM/SDDC. They provide quick acquisition of domestic surface transportation resources during peacetime, national emergencies, or major military deployments.

C. EFFECT OF TRANSPORTATION MOBILIZATION ON OTHER RESOURCE AREAS

Mobilization of transportation resources substantially affect the manpower resource area because highly skilled operators and crews are required, as well as maintenance and cargo handling personnel, at ports and transshipment points. The effect on ports, airfields, highways, pipelines, railroads, and inland waterways; facilities required for activation, maintenance, and storage; and repair parts and Materials Handling Equipment (MHE) may be significant. Legal authorities and funding are required to enable transportation resource expansion. Influence on the training base could be significant in a protracted conflict with high attrition rates of operator or crew personnel.

1. Augmenting Strategic Airlift. Each additional aircraft affects runway, throughput, marshalling, and temporary storage capacity at airfields; these factors could become constraints at departure, en route and arrival airfields. Aircrews require subsistence and transient quarters, and aircrew shortages and crew rest considerations could also become constraints. Influence on the military training base will be minimal unless commercial carriers lose their capability to conduct their respective training. Some additional demands will be placed on the industrial base as stocks of repair parts are depleted. Shortages of aviation fuel, lubricants, repair parts, liability insurance, and qualified mechanics could become constraints.
2. Augmenting Strategic Sealift (Appendix C, Sealift Sources). In addition to constraints listed above, the charter, requisition, or activation of each additional ship draws on the available pool of licensed officers, and certified merchant seamen. The withdrawal of commercial vessel insurance and war-risk exclusion for crew life insurance may also constrain the use of commercial vessels. To surmount this constraint, the President may authorize the SECDEF, acting through the SECTRANS, to issue war-risk insurance under Title XII of the Merchant Marine Act of 1936, 46 U.S.C. § 1285, Insurance of Property of Government Departments and Agencies. Crew shortages could become a constraint, particularly if market forces and mortality rates result in a reduced pool of available private sector US merchant mariners. Pulling ships from normal commercial service can have adverse long-term impacts on the commercial sealift carrier's business. Ships require berthing and anchorage space at ports, which, together with temporary storage, staging areas, cargo handling capabilities, and transportation mode links, determine throughput capacity. Laws governing the handling of HAZMAT, such as ammunition, limit the number of ports that can handle such loads. Drydocks, shipyard facilities, and skilled labor are required for activation and periodic refitting. Constraints in the other resource areas should be minimal except in

extreme conditions marked by high attrition. Shortages of stevedores may be experienced if heavy demands are placed on multiple commercial ports within the same geographic area.

3. **Augmenting Intra-CONUS Transportation Resources.** The response and assistance of the commercial transportation industry enables the DOD to obtain transportation resources (air, rail, highway, barge, pipeline, and port facilities) not available through normal procurement channels. If the voluntary efforts of the industry result in transportation shortfalls, the DOD can request that DOT issue priority service or allocation orders to the commercial transportation industry to support DOD requirements. Demands in the other resource areas should not be significant, except in extreme circumstances. Spot shortages in operator, crew, or maintenance personnel could occur if large numbers of commercial carrier employees are ordered to military duty or if local transportation demands are heavy. Spot shortages of fuel, repair parts, maintenance, and transshipment facilities could also occur during peak periods. At some installations, capacity of railheads and spurs could be a constraint.

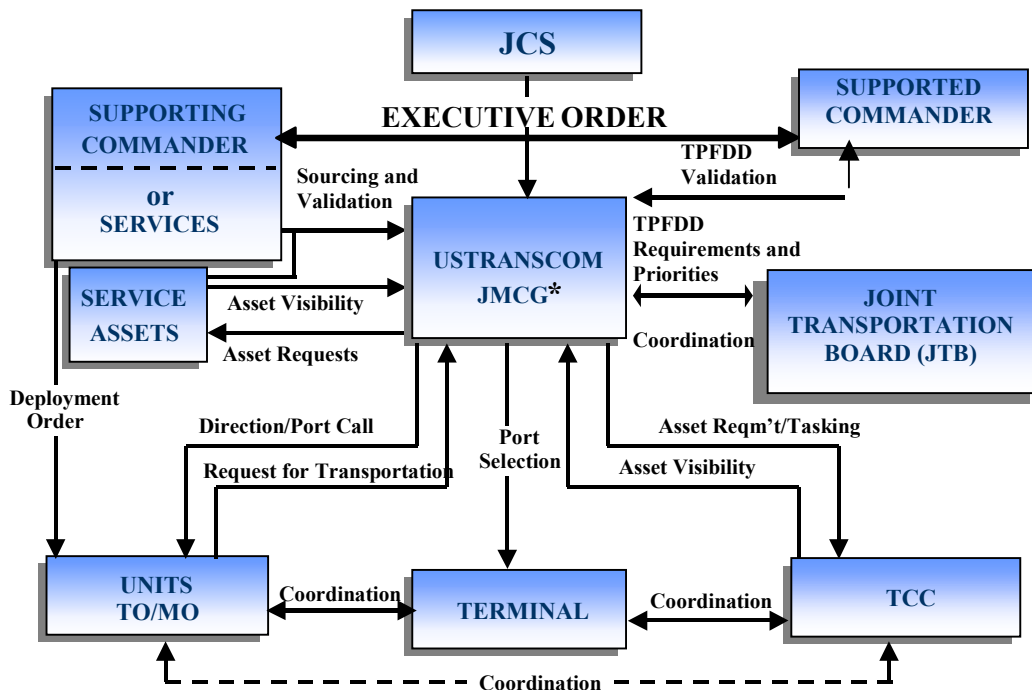
D. SOURCES OF MOBILIZED TRANSPORTATION PERSONNEL

1. The mobilization of active duty and Reserve Component (RC) transportation forces is essential to support the deployment from CONUS, reception, staging, and onward movement operations at the deployed location, and redeployment from the deployed location. The Services and the USTRANSCOM TCCs mobilize and deploy active and RC personnel and units. Mobilized forces replace forces deployed from CONUS, augment forces in CONUS or at deployed locations, and establish operations in CONUS and overseas locations. Mobilized forces include active and RC units and personnel in the following areas:
 - a. Aerial Port terminal operations at APOE/Ds.
 - b. Terminal transportation brigades and battalions at SPOE/Ds.
 - c. Surface (ocean, rail, highway) movement documentation teams.
 - d. TALCE.
 - e. Deployment support brigades.
 - f. Port Security companies at SPOE/Ds.
 - g. Arrival and Departure Airfield Control Groups (A/DACG).
 - h. Embarkation and debarkation operations.

E. PLANNING CONSIDERATIONS FOR DEPLOYMENT, SUSTAINMENT, AND REDEPLOYMENT

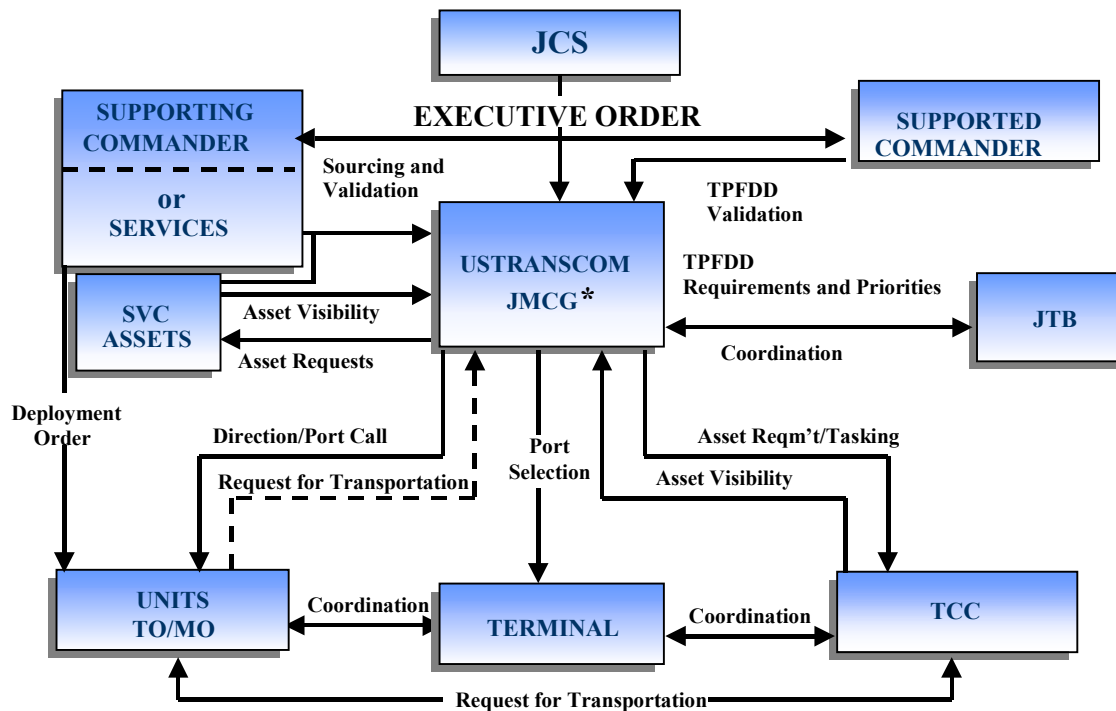
1. **General.** Strategic mobility is the capability to deploy and sustain military forces worldwide in support of national strategy. The DTS supports movement of personnel, cargo, and equipment during the three phases of mobility (deployment, sustainment, and redeployment). It is an integral part of the total US transportation system and involves procedures, resources, and interrelationships between DOD, federal, commercial, and non-US activities to include agreements the US Government has with non-US activities to enter cargo into the DTS, e.g.,

Canada. (See Joint Publication [JP] 4-01.3, Joint Tactics, Techniques, and Procedures for Movement Control and Field Manual [FM] 3-0, Operations.) DODD 4510.11, DOD Transportation Engineering, outlines the policies and responsibilities associated with the execution of programs for highways, ports, and railroads for national defense, and administration of other modal national defense programs as directed by the SECDEF. These services include installation transportation studies, evaluations of marine ports, terminals, and other modal facilities identification and ensurance of important public highways and commercial rail lines, and engineering guidance related to force mobilization and deployment. The following information, Figure 302-1 and Figure 302-2, may apply to all phases of mobility.



* NOTE: The JMCG consists of the DDOC, GPMRC, JICTRANS, JOSAC, and the TCCs C2 centers

Figure 302-1. Constrained Environment



* NOTE: The JMCG consists of the DDOC, GPMRC, JICTRANS, JOSAC, and the TCCs C2 centers

Figure 302-2. Unconstrained Environment

When USTRANSCOM declares the transportation environment is constrained, Figure 302-1, due to its inability to accommodate taskings levied from multiple locations within the same region, the TO will submit transportation requirements to USTRANSCOM for consolidation, sourcing, and prioritization IAW the supported CDR's Time-Phased Force and Deployment Data (TPFDD). When USTRANSCOM cancels the consolidation requirement for sourcing of transportation assets, the TO will resume authorized procurement and routing authority in the unconstrained circumstance, Figure 302-2.

a. Transportation Assets for Mobility.

- (1) Airlift. The two sources for air transport assets are military and civil aircraft. Each has various transport restrictions based on the dimensions, weight, and shapes of the cargo to be moved. In order to mitigate lift constraints, USTRANSCOM will analyze all transportation resources to efficiently transport the shipper's requirement.
 - (a) The military cargo aircraft includes C-130, C-141, C-5, C-17, KC-135, and KC-10. The majority of these aircraft use the 463L air cargo pallet system to reduce the time required to load and unload bulk air cargo. See Appendix V for aircraft characteristics.
 - (b) The CRAF augments organic airlift capability with civil aircraft, aircrews, and support structure during times of national emergency. The legal basis for CRAF is the Defense Production Act of 1950, which empowers the President, during a national defense emergency, to allocate industrial production and services to the DOD. Airlift planners and shippers using CRAF assets must be aware of their unique characteristics. Civil aircraft transporting DOD cargo, passengers, and

patients may require increased loading/unloading time and specialized MHE. Many CRAF assets are not configured to support 463L pallets. Unique MHE requirements for loading and unloading civil aircraft may constrain or restrict cargo loading at ports. Units will refer to load planners for specific restrictions. The Tanker Airlift Control Center (TACC) and installations must coordinate aircraft requests to ensure the planned aircraft can be handled.

(2) Sealift Resources. Shipping resources can be classified as belonging to three separate pools of resources: US Government, US flag, and foreign flag assets.

(a) US Government assets can be found in both the DOD and DOT. In the DOD, MSC is the primary provider and operator of sealift resources. In the DOT, MARAD is the primary provider of sealift resources.

1 MSC. As a component command of USTRANSCOM, MSC provides common-user sealift across the range of military operations. MSC adjusts and controls the total number of ships under its operational control to meet demand. Under normal peacetime conditions, the MSC force consists of government-owned ships as well as privately owned ships under charter to MSC. When demand increases, MSC can expand its fleet by acquiring additional sealift from a variety of resources and through a number of different acquisition programs. MSC resources available to the DTS beyond the MSC active peacetime fleet are FSS, and LMSRs. Prepositioning ships may be available for common-user sealift missions once released by the CDR.

a FSS. Government-owned RO/RO ships that are berthed on the US East and Gulf Coast. These ships are capable of carrying 150,000 square feet of combat, combat support, or combat service support equipment at a speed of 27 knots.

b LMSRs. Ships stationed OCONUS that carry Army heavy brigade equipment and others berthed in the CONUS to transport deploying unit equipment and cargo. These ships can maintain a speed of 24 knots. One LMSR operates in the Maritime Prepositioning Program (MPS).

c Prepo Ships. MSC has a large fleet of prepositioned ships that can be used for common-user sealift once they discharge their cargo and have been released by the Supported CDR. Prepo ships are used by the Army and Marine Corps to place immediate use assets near anticipated AORs.

2 DOT/MARAD. DOT/MARAD is the DOT agency responsible for administering federal laws and programs designed to support and maintain a US merchant marine capable of meeting the nation's needs. It is responsible for the management of the NDRF. A key component of the NDRF is the RRF, which is maintained by DOT/MARAD. DOT/MARAD is also a key organization in the processes for acquiring shipping once the voluntary charter market is no longer responsive. The RRF consists of commercial or former military vessels of high military utility including RO/RO, sea barge, Lighter Aboard Ship (LASH), container, tanker, crane, and breakbulk ships. Some of these vessels have had their military capabilities enhanced with the addition of systems such as the Modular Cargo Delivery System and the Offshore

Petroleum Discharge System. DOT/MARAD maintains these vessels in four, five, 10 or 20 day readiness status.

- (b) The US Flag Fleet. Ships from the US flag fleet are routinely chartered by MSC to meet government shipping demands. Shipping contracts are also negotiated for government cargo that does not have to move on dedicated shipping. When an expansion of government requirements occurs such that voluntary US and foreign flag charters no longer meet requirements, it is the US flag fleet that is expected to respond to meet the requirements. There are three acquisition processes not counting voluntary chartering, available for DOD to acquire additional US flag shipping. They are the VISA, VTA, and requisitioning.

- 1 VISA. VISA is the primary sealift mobilization program. It is an intermodal capacity-oriented program vice a ship-by-ship oriented program. All major US flag carriers are enrolled in VISA. This constitutes more than 90 percent of the US flag dry cargo fleet. The worldwide intermodal system provided by these carriers provides extensive and flexible capabilities to the DOD. The types of ships enrolled in the VISA program includes containerhips, RO/RO ships, LASH vessels, combination RO/RO and containerhips, heavylift ships, breakbulk ships, and tugs and barges. VISA is activated in three stages. Stage I is activated by USTRANSCOM, with the approval of the SECDEF, when voluntary capacity commitments are insufficient to meet DOD requirements. Stage II is activated when contingency requirements exceed Stage I. Stage III is activated by USTRANSCOM with the approval of the SECDEF and requires the SECTRANS to allocate capacity based on DOD requirements.
- 2 VTA. The VTA is a method of acquiring additional petroleum product carriers once the commercial market is no longer responsive. It is a cooperative effort by industry and government to meet military requirements for product tankers. It is activated by MARAD at the request of the SECDEF.
- 3 Requisitioning. The last resort for acquisition of shipping is requisitioning. US flag ships may be requisitioned under the authority of the 46 U.S.C. § 1242, Merchant Marine Act of 1936.

- (c) Foreign Flag Ships. Foreign flag ships can be acquired for DOD use through three different methods: voluntary charter, allied shipping agreements, and requisitioning of Effective US-Controlled (EUSC) ships.

- 1 Voluntary Charter. During peacetime, MSC will charter foreign flag ships whenever US flag ships are unavailable. This experience allows MSC to enter the foreign charter market and quickly expand its fleet whenever the need arises.
- 2 Allied Shipping Agreements. Allied shipping agreements can either be pre-negotiated and in existence or they can be done on an emergency basis as the need arises.
- 3 EUSC Ships. EUSC ships are ships owned by US citizens or companies that are registered in countries that have no prohibition on requisitioning of these

vessels by the US. The US under authority of 46 U.S.C. § 1242, may requisition these ships.

- (3) Overland.
 - (a) Highway transport sources include commercial carriers with equipment for lease or hire and organic military assets of the mobilizing unit.
 - (b) Rail transport assets include commercially owned and operated rail cars, plus SDDC-managed rail cars from the DFRIF.
 - (c) Inland waterway barge resources.
 - (4) Intermodal. For planning, cargo and equipment will be identified to the maximum practical extent for possible intermodal movement (using a combination of two or more of the above modes). Containerization, the primary method used for intermodal transport, maximizes available strategic lift, provides for unit integrity, and improves closure in the event container sealift is directed.
- b. JOPES. A system that provides the foundation for conventional C2 by national- and combatant command-level CDRs and their staffs. It is designed to satisfy their information needs in the conduct of joint planning and operations. JOPES includes joint operation planning policies, procedures, and reporting structures supported by communications and automated data processing systems. JOPES is used to monitor, plan, and execute mobilization, deployment, employment, sustainment, and redeployment activities associated with joint operations. Descriptions of additional mobility systems are contained in Appendix I.
- c. TPFDD. The JOPES database portion of an operation plan; it contains time-phased force data, non-unit-related cargo and personnel data, and movement data for a deliberate operation plan, including the following:
- (1) In-place units;
 - (2) Units to be deployed to support the operation plan with a priority indicating the desired sequence for their arrival at the port of debarkation;
 - (3) Routing of forces to be deployed;
 - (4) Movement data associated with deploying forces;
 - (5) Estimates of non-unit-related cargo and personnel movements to be conducted concurrently with the deployment of forces; and
 - (6) Estimate of transportation requirements that must be fulfilled by common-user lift resources as well as those requirements that can be fulfilled by assigned or attached transportation resources.

When a plan/TPFDD is executed, the estimates will be deleted and the MO will direct movement of personnel, cargo, and equipment IAW TCC directives. Personnel, cargo, and equipment, not in the JOPES TPFDD, will be entered into JOPES and the DTS.

- d. Data Documentation Requirements. Data (electronic and hard copy) is required to initiate, monitor, and determine billing requirements for passenger, cargo, and equipment movements. Shippers, users, and port operators must provide accurate transportation data to enhance effectiveness and efficiency of the DTS, provide ITV, and ensure proper billing. Movements must be documented IAW with this Regulation, Part I, Passenger Movement, and Part II, Cargo Movement.
 - (1) All DOD sponsors of non-US activities, to include agreements the US Government has with non-US activities on entering cargo into the DTS, e.g., Canada, must comply with Paragraph d. above.
 - (2) Shipments excluded from this regulation data documentation requirements are: coal and petroleum products shipped in bulk; and annual resupply projects not entering the DTS.
- e. Cargo Moving Within CONUS Under Emergency Conditions. Plans for national and civil emergencies to manage specific national resources under conditions of international tension, natural and environmental disaster, and limited or general war are outlined in this Regulation, Part II. Transportation emergencies may occur under any of these conditions.
 - (1) USTRANSCOM, through its TCCs, will issue instructions to activate emergency procedures that are not self-triggering.
 - (2) SDDC will provide traffic management guidance under emergency conditions. In addition, TOs may execute emergency routing authority.
 - (3) Information on traffic management under emergency conditions is in this Regulation, Part II, Chapter 201, Paragraph H.
- f. Non-Unit Resupply.
 - (1) TO will determine routing and mode selection using best value principles consistent with DOD Component logistic policies, customer requirements, specified customer wait time metrics, and/or Time Definite Delivery (TDD) time standards.
 - (a) Traffic managers, node, and mode operators, will assure TDD and efficient routing, and will seek to eliminate unnecessary handling and delays in movement of cargo and equipment.
 - (b) Mode selection is based on the best value for the customer or activity paying for movement. Selection criteria will consider visibility reporting billing costs as well as actual cost of services.
 - (2) When it is determined that military or military-contracted transportation cannot meet customer requirements, all efforts to procure commercial transportation will be IAW national defense transportation policy. Commercial and military assets will not be dual committed.
- g. Cargo Movements.
 - (1) Airlift Clearance Authorities (ACAs), OCCAs, or Customer Service Branches are designated as the focal points for tracking, tracing, expediting (green sheeting), and

diverting of cargo currently in the DTS. For Navy, the ACA performs the expediting (green sheeting) and diverting functions as well as the other standard ACA functions; however, the tracking and tracing function is performed by the Navy Integrated Call Center (NICC). The NICC's phone number is 877-418-6824.

- (2) When moving oversized or overweight cargo by commercial carrier, the TO is responsible for ensuring the commercial carrier is aware of excess weight and/or length requirements. The commercial carrier is responsible for obtaining all local, state, and national or HN permits. Units using military-owned vehicles are required to obtain all permits necessary for convoy or motor shipments. When moving hazardous or dangerous cargo by commercial carrier, the TO will ensure all local, state, national, international, or HN permits are obtained and procedures followed. (See Appendices F, J, and K.)
- (3) TOs and MOs will not free-flow cargo and/or equipment into APOEs, SPOEs, or channel hubs without prior clearance.
- (4) Provisions of Chapters 204 and 205 of this Regulation, Part II, remain in effect during mobility operations when moving HAZMAT, classified, and sensitive cargo.
 - (a) The unit will provide the TO/MO information verifying arms, ammunition, explosives, and other HAZMAT are properly classified, packaged, marked, labeled, and documented IAW directives such as 49 CFR, Transportation (<http://www.access.gpo.gov/nara/cfr/cfr-table-search.html>); International Maritime Dangerous Goods Codes (IMDGC) (<http://www.imo.org/home.asp>); Air Force Interservice Manual (AFMAN) 24-204(I), Technical Manual (TM) 38-250, Marine Corps Order (MCO) P4030.19H, Naval Supply (NAVSUP) Pub 505, and Defense Logistics Agency Instruction (DLAI) 4145.3, Preparing Hazardous Materials for Military Air Shipments (<http://www.afmc-pub.wpafb.af.mil/Hazmat/>); North Atlantic Treaty Organization Standardization Agreements; International Air Transport Association (<http://www.iata.org/>); and/or International Civil Aviation Organization (<http://www.icao.int/>).
 - (b) TOs/MOs arranging shipment of arms, ammunition, explosives, and other HAZMAT will ensure compliance with local, state, and federal laws, DOD regulations, and United Nations standards. Additionally, for overseas movement, Status of Forces Agreements (SOFA), DOD 4500.54-G, Foreign Clearance Guide (FCG) (<http://www.fcg.pentagon.mil/>), and HN requirements for shipments into, through, or over foreign nations will be complied with. USTRANSCOM will provide information to DOD Components for all special foreign nation requirements not identified in the FCG. The JMCG will serve as the USTRANSCOM POC for information concerning special certification requirements.
 - (c) The owning unit will provide escorts, coordinate clearances, and identify security requirements needed for movement of classified or sensitive cargo to POEs.
 - (d) Port operators will provide or coordinate for security and obtain clearance for onward movement of non-unit classified or sensitive cargo.

- (5) MHE, Containers, and 463L Assets. Units are responsible for identifying pallets, nets, containers, and other special equipment requirements to the TO or MO. This Regulation, Part VI, Management and Control of Intermodal Containers and System 463L Equipment, provides specific procedures for management and authorized use of DOD intermodal container system and 463L assets.
- (6) Opportune Lift (OPLIFT). OPLIFT capability is space via air (also referred to as Space Available Traffic) or surface modes that may be available for use after planned requirements are met. Units are encouraged to use or release excess space aboard aircraft, ships, or other transportation assets to move passengers, cargo, and equipment. The addition of cargo and passengers must be authorized before OPLIFT can be offered. Billing for OPLIFT is IAW regulations.
- h. Passenger Movements. TOs/MOs have responsibility for arranging travel of mobilized units/non-units located within their AOR to designated POEs. Units will electronically submit complete passenger manifests to the supporting TO. Clearance requirements for overseas movements will be as stipulated in the DOD FCG or as directed by the supported CDR. TOs/MOs will ensure passengers meet entry requirements and have documentation.
- i. Reporting and Visibility.
 - (1) JP 4-01, Joint Doctrine for the Defense Transportation System, Chapters I and IV, requires that an effective ITV capability must be established to provide efficient global transportation management. GTN is the designated DOD system for ITV. The ITV process consists of a large number of participants who must follow designated business procedures to provide accurate source data, prompt nodal updates, shipment status information, and shipment receipt notices and employ various Automated Information Systems (AIS) and Automated Identification Technologies (AITs) in both peace and war. Those participants include, but are not limited to, deploying units, node and port operators, commercial transportation service providers, installations, and depots. Each has a key role in ensuring seamless ITV by providing passenger, cargo, schedule and movement information to GTN. The ITV process is the ability to track the identity, status, and location of DOD units, non-unit cargo (excluding bulk Petroleum, Oils, and Lubricants [POL]), passengers, patients, and personal property from origin to consignee or destination across the range of military operations. ITV of assets moving through the DTS or in support of DOD operations is essential to the DOD warfighting capability and is required by the supported CDRs.
 - (2) Unit Cargo Movement ITV. Unit cargo includes all unit equipment, accompanying supplies, Military Service pre-positioned forces and afloat pre-positioned equipment, and war reserve stocks. GTN receives unit movement data from various systems from point of origin, through a POE and POD, and within the CONUS and theater. Generation of this regulation compliant deployment data is a unit responsibility. The Worldwide Port System (WPS) and the Global Air Transportation Execution System (GATES) are the primary POE and POD systems for sealift and air mobility respectively. Where there is not a GATES capability readily available, alternative unit data capture solutions are coordinated by the lift provider and the moving organization and tailored to meet ITV requirements. Service deployment systems such as Transportation Coordinator – Automated Command and Control Information System and Deliberate Crisis Action Planning and Execution Segment also provide data to GTN. AIT protocols should also be employed anywhere along the movement pipeline to provide more timely, accurate

movement updates. The Transportation Control Number (TCN) is the alphanumeric character set assigned to a shipment (unit move and sustainment) to maintain ITV. GTN links the TCN to the Military Standard Requisitioning and Issue Procedure number and to commercial express carrier tracking. This gives the user multiple ways to track an item.

- (3) Non-unit Cargo Movement ITV. Non-unit related cargo includes all equipment and supplies requiring transportation to an operational area, other than those identified as the equipment or accompanying supplies of a specific unit (e.g., resupply, military support for allies, and support for nonmilitary programs such as civil relief). GTN receives source shipment information from Defense and commercial vendor shippers, transportation node updates from key Defense and commercial logistic activities (consolidation points, aerial and seaports, and theater onward movement locations), and shipment status information from commercial carriers. The origin shipping activity is responsible for generating the movement documentation. GTN receives this regulation compliant source shipment information from the Distribution Standard System for DLA shipments. As shipments arrive and depart from USTRANSCOM sea and aerial ports, GTN receives updates from WPS and GATES, respectively. GTN also receives shipment status information from commercial carriers and vendors using industry Electronic Data Interchange (EDI) standards. AIT protocols are also employed to facilitate timely, accurate data capture.

(4) Passenger Movement ITV.

- (a) Unit Personnel. Unit-move personnel include all civilian and military passengers directly attached to, and moving with, a deploying unit. GTN receives unit passenger data from source systems, POE and POD systems, and CONUS and theater consignee transportation systems. Generation of this regulation compliant deployment data is a unit responsibility. As passengers move through AMC aerial ports, GATES updates the manifest information in GTN. In turn, GTN offers inbound passenger manifest data to the APOD and other receiving activities for planning and joint reception, staging, onward movement, and integration management activities. Upon passengers' arrival at the APOD, information about their onward movement will be passed to GTN. Where there is not a GATES capability readily available, alternative unit data capture solutions are coordinated by the lift provider and the moving organizations and tailored to meet ITV requirements. The use of the common access card is will meet enhanced data accuracy while expediting passenger manifesting and processing procedures.
- (b) Non-unit Related Personnel. Non-unit passengers include all personnel requiring transportation to or from an operational area, other than those assigned to a specific unit (e.g., filler personnel; replacements; temporary duty or temporary additional duty personnel; civilians; medical evacuees; and retrograde personnel). GATES serves as the primary information collection point for reservations and booking of non-unit passengers. The originating installation transportation office electronically requests airlift through GATES, which provides schedules and seat confirmation to the requester. GATES also prepares passenger manifests for departing aircraft and transmits that information to GTN. For non-unit personnel traveling from other than GATES-supported locations, passenger manifesting is accomplished and forwarded to GTN. The DOD does not track passengers moving on scheduled commercial transportation (i.e., GSA City Pairs contracts), as a robust commercial capability currently exists.

- (5) **ITV Evaluation Criteria.** ITV evaluation criteria are contained in Table 302-2, Evaluation Criteria, and in DTR Part II, Chapter 202, Table 202-3. The evaluation criteria specify the timeliness requirements for the transmission of manifests to GTN.

Table 302-2. Evaluation Criteria

Movement Event	Lift Transmission to GTN
1. Ocean Shipments	
a. Commercial Liner and Charter Service	Within 12 hours of event (Goal of 4 hours)
b. Exercise and wartime unit and sustainment moves on gray bottom USNS Vessels (LMSR, FSS, RRF)	Within 24 hours of event (Goal of 4 hours)
2. All intra-theater cargo and passenger movements (all modes)	Within 2 hours of event
3. All Air, Truck, and Rail cargo and passenger inter-theater movements	Within 1 hour of event

- (6) **ITV of Lift Assets.** ITV also provides visibility of airlift, sealift, and surface lift assets (aircraft, ships, and road and rail conveyances). Visibility of lift assets in transit or scheduled for movement is key to the C2 of those assets, port management, and scheduling the movement of unit and non-unit cargo and personnel. USTRANSCOM port software programs feed status of shipments to GTN, Services, and DLA software programs. AMC schedules and manages the execution of organic and AMC chartered strategic airlift through the Global Decision Support System (GDSS). GDSS passes airlift schedules and arrival and departure information to GTN. Similarly, MSC provides sealift schedules and updates for organic and chartered lift assets to GTN via the MSC integrated command, control, and communication system, while commercial carriers pass arrival and departure event information via EDI. There is no single DOD system for tracking all road and rail schedules; however, there are some DOD AISs and AITs that monitor portions of road and rail moves. While these surface modes are critical to the movement of DOD assets, nearly ninety percent of DTS surface lift is provided by commercial carriers.
- j. **Radio Frequency Identification (RFID) Policy.** As RFID technology is fielded throughout the DTS, IAW DOD Radio Frequency Identification (RFID) Policy (Under Secretary of Defense (Acquisition, Technology and Logistics) memorandum dated 2 October 2003), all Layer 4 Freight Containers (e.g., 20/40 foot sea vans, large engine containers) and palletized (463L air pallets) unit move shipments, as well as all major organizational equipment, must have active data-rich RFID tags written with content level detail (e.g., nomenclature, stock number) and applied at the point of origin by all activities (including contractors) stuffing containers or building air pallets. Exception to these requirements applies to self-deploying aircraft and ships. A Layer 4 Freight Container (e.g. 20/40 foot sea vans, 463L pallets with net) is defined as an article of transport equipment:
- (1) Of a permanent character and accordingly strong enough to be suitable for repeated use.
 - (2) Specially designed to facilitate the carriage of goods by one or more modes of transport, without intermediate reloading.
 - (3) Fitted with devices permitting its ready handling, particularly its transfer from one mode of transport to another.

- (4) So designed as to be easy to fill and empty.
 - (5) Having an internal volume of one cubic meter or more.
 - (6) The term “freight container” includes neither vehicles nor conventional packing.
- k. Reception, Staging, and Onward Movement. Reception, staging, and onward movement is the supported CDR’s responsibility. Duties generally include health, welfare, and life support of arriving forces and for assisting with their onward movement. IAW JP 4-01.3, the Joint Movement Center (JMC) coordinates onward movement to ensure a smooth flow of personnel, equipment, and supplies through PODs and Lines of Communication. Unit personnel will arrive at the APOD to coincide with equipment draw.
- (1) Planning will focus on moving units and cargo through PODs without delay. Marshalling areas are planned to allow rapid clearing of PODs and make Staging Areas (SAs) available for off-loading. This reduces port congestion and potential for work slowdowns or stoppages in discharge operations. Electronic capture of arrival and onward movement processing is critical to accurately depicting current status and location.
 - (2) Theater-based reception begins with arrival of forces and their sustainment at the POD. The primary transportation challenge of this process is port clearance. Except in the case of forcible entry, port opening forces will precede arrival of combat forces. Other supporting and enabling forces may precede or arrive concurrently with combat forces to conduct force reception and onward movement operations, establish theater distribution infrastructure, or conduct security operations. (See JP 4-01.8, Joint Tactics, Techniques, and Procedures for Joint Reception, Staging, Onward Movement, and Integration.)
- l. Human Remains. Human remains will normally be moved IAW this Regulation, Part I. Theater/contingency CDRs will determine the type of transportation to meet requirements and expedite movement of human remains. Human remains will not be off-loaded from transportation assets at en route stations, except as a military necessity or to expedite their onward movement.
- (1) Movement by aircraft under DOD control. Each responsible activity must include the following information in its departure message: name, grade, escort, CONUS destination, and mode of onward transportation desired.
 - (2) Movement by commercial airlift. The activity making travel arrangements notifies the military installation nearest the en route or arrival point. Each en route installation notifies all later en route points and arrival point of any change in itinerary.
 - (3) Include as information addressees on the message when travel is sponsored by:
 - (a) Army. Chief of Staff, United States Army (USA); Chief, Casualty Branch, DA (AGPB-CN); Chief, Support Division, DA-1; and CDR of each major overseas command in whose AOR the final destination and each intermediate landing point are located.
 - (b) Navy. Chief of Naval Personnel.

- (c) Air Force. Office of Mortuary Affairs (AFSVA/SVOM Randolph Air Force Base [AFB], Texas [TX]).
 - (d) Marine Corps. Commandant of the Marine Corps (Code DN).
- (4) CDRs will establish policies on movement of mass casualties.
- (5) Reference this Regulation, Part I, and Service regulations for additional information concerning movement of human remains.
- m. Military Operations Other Than War (MOOTW). MOOTW includes: arms control; combating terrorism; DOD support to counterdrug operations; enforcement of sanctions/maritime intercept operations; enforcing exclusion zones; ensuring freedom of navigation and overflight; humanitarian assistance; military support to civil authorities; nation assistance/support to counterinsurgency; noncombatant evacuation operations; peace operations; protection of shipping; recovery operations; show of force operations; strikes and raids; and support to insurgency. In most cases, taskings are routed via the JCS to the CDR. These operations can vary widely in scope and purpose and may cross Service, national, and geographical lines. During MOOTW, DTS documentation requirements do not change. When DOD transportation assets are used to support MOOTW missions, pertinent JPs, DOD regulations, unified command regulations, command-to-command agreements, and MOUs with the Departments of State or Health and Human Services will specify the DOD role. Additional implementing guidance may be contained in Operations Plans (OPLANs), OPLANs in concept format, or execution orders.
 - (1) Humanitarian cargo moving in the DTS usually is not considered DOD cargo, however, this cargo may be absolutely critical to mission success. All approved humanitarian freight movements will be managed to the same standards as DOD freight and be documented IAW this regulation and Part II and will comply with guidance as found in Appendix G.
 - (2) Prior to entry into the DTS, shippers must obtain movement authorization from the Defense Security Cooperation Agency (DSCA-HA/D), (http://www.dsca.osd.mil/programs/HA/hca_demine.htm) and move IAW this regulation.
- n. Noncombatant Evacuation Operations (NEO). After the State Department has authorized NEO operations and the SECDEF has approved the use of military forces, senior US military on-scene CDR, in coordination with the US Ambassador may initiate NEO any time it is deemed critical to remove civilians from a given Area of Operations (AO). NEO must involve the US Ambassador, the Charge d' Affaires, or the Deputy Chief of Mission, working in close coordination with the HN to minimize civil unrest. Although these operations normally occur in a hostile or potentially hostile environment, they can occur during national unrest or natural disasters. NEO movements involve evacuation of US nationals, designated HN civilians, and third-country nationals, as designated by the US State Department. NEOs may require movement to a secure holding area within the HN or the withdrawal and delivery of evacuees to a secure holding area outside the HN, as designated by the senior military on-scene CDR following coordination with the US Embassy. (For detailed guidance, see JP 3-07.5, Joint Tactics, Techniques, and Procedures for Noncombatant Evacuation Operations, FM 90-29, Noncombatant Evacuation Operations, and DODD 3025.14, Protection and Evacuating US Citizens and Designates Aliens in Danger Areas Abroad.). The Defense

Manpower Data Center has developed and supports the Noncombatant Tracking System (NTS). Units that have the NTS will deploy it in the event of an evacuation, thus providing the ability to accurately track the evacuees' movement throughout the NEO operations. Manifest documentation data can be transferred to GTN via secure File Transfer Protocol for ITV.

- p. Security. In coordination with other DOD activities:
 - (1) Individual Services will develop and administer a transportation security program to provide standardized transportation security procedures. Refer to this Regulation, Part II, Chapter 205, for procedures pertaining to movement of classified and sensitive shipments.
 - (2) CDRs are responsible for security of their units and equipment/supplies throughout movement, and may arrange for supercargo personnel to escort equipment/cargo.
 - (3) Host installation will coordinate security within port areas.
 - (4) Security training assistance is available from the Services.
- q. Safety. Increased potential for accidents during deployment, sustainment, and redeployment operations demand extra emphasis and continuous focus by all personnel. CDRs will enforce safety requirements and when HN and US standards differ, stricter requirements prevail.

2. Deployment Planning.

- a. General. Deployment is the movement of forces and their accompanying supplies to designated areas of operations. Deployment planning involves movement of personnel, initial sustainment cargo, and equipment assets from origin to theater SAs and to final destination (See Chapter 303). Final destination is defined as the physical location where unit employment operations are conducted. TPFDD movement requirements are identified and prioritized for all DOD Components during the joint deliberate planning cycle for operational plans and crisis action planning. These prioritized requirements are validated by the respective CDRs at execution. Airlift and sealift are coordinated to synchronize the arrival of personnel, cargo, unit equipment, and sustainment in theater. Planning covers deployment operations from point of origin to POD. (Also see JP 3-35, Joint Deployment and Redeployment Operations, JP 4-01.8, Air Force Instruction (AFI) 10-402, Mobilization Planning and AFI 10-403, Deployment Planning and Execution.)
- b. JOPES. Deployment planning and execution generally begin, and are continued, through the use of JOPES. This system provides a foundation for conventional C2 by national and theater-level CDRs and their staffs.
- c. Passenger Movements.
 - (1) Deploying units will ensure all personnel meet current eligibility requirements, which may include, but are not limited to:
 - (a) Immunizations.
 - (b) Prescription medicines.

- (c) Dog tags and identification card.
 - (d) Current DD Form 93, Record of Emergency Data (Figure 302-3).
 - (e) Combat arms training.
 - (f) Chemical warfare defense training.
 - (2) TOs/MOs will verify personnel have documentation required to effect entry into their final destination, i.e., travel orders or passport.
 - (3) TOs are POC for deploying passengers via commercial transportation. This Regulation, Part I, provides additional information on movement of individual travelers or small units deploying via commercial air.
 - (a) The Commercial Ticketing Program (CTP) (Chairman Joint Chiefs of Staff Manual 3500.3, Joint Training Manual for the Armed Forces of the United States, Annex B to Appendix C), established by the JCS J-7, is a funding source for individually-ticketed passengers moving commercially in support of JCS-directed training movements. CTP funds transportation from the APOE to the APOD only.
 - (b) Services control funds for CTP. Deploying units will obtain CTP funding appropriation data per Service guidance. Requirements are reviewed by AMC and the USTRANSCOM DDOC. The DDOC will issue an authorization message to JCS J-7, Service HQ supporting commands, and the scheduling command authorizing the use CPT funds.
3. Sustainment Planning and Preparations.
- a. General. Sources of sustainment stocks include force-held stocks, prepositioned materiel, defense depots and Service maintenance depots, vendors, and Service supply support activities. Unified CDRs will identify key theater nodes and hubs to USTRANSCOM, who will provide all supporting/unified commands and their component consolidation staging points (hubs) used for sustainment. Initial sustainment requirements, in the form of unit-related cargo or accompanying supplies, which are identified for a specified initial period of operations, are integral to force deployments and will be identified as Unit Line Numbers (ULNs) in the TPFDD, with tracking of sourcing and movement in JOPES. Such accompanying supply requirements may be sourced from force-held stocks, prepositioned materiel, HN support, or through supply requisitions. Later, nonunit-related cargo and material being shipped as resupply (for delivery after the initial sustainment period) generally will be moved and tracked using TCN without requiring JOPES deployment ULNs. (See Chapter 304.)
 - b. Movement Standards. The Required Delivery Date (RDD), TDD, or the TPFDD latest-arrival date for TPFDD material, are the standards for determining the success of transportation in meeting mission requirements.
 - c. Mode Availability. Several modes of transportation are available to support sustainment. These include: military and commercial aircraft, barge, ferry, rail, commercial and organic trucks and pipeline, plus sealift via MSC charter, commercial, or Navy vessels. Land transportation outside the US is usually performed under a Common-User Land Transportation (CULT) system normally managed by the USA.

RECORD OF EMERGENCY DATA					
PRIVACY ACT STATEMENT					
AUTHORITY: 10 USC 1475 to 1480 and 2771, 38 USC 1970, 44 USC 3101, and EO 9397, November 1943 (SSN). PRINCIPAL PURPOSES: This form is used to designate beneficiaries for certain benefits in the event of the servicemember's death. It is a guide for the disposition of that member's pay and allowances if captured, missing or interned. It also shows names and addresses of the person(s) the servicemember desires to be notified in case of emergency or death. The purpose of soliciting the SSN is to provide positive identification. ROUTINE USES: None. DISCLOSURE: Voluntary; however, failure to provide personal identifier information may delay notification of the servicemember's status or may handicap processing of benefits to designated beneficiaries.					
INSTRUCTIONS TO SERVICEMEMBER					
This extremely important form is to be used by you to show the names and addresses of your spouse, children, parents, and any other person(s) you would like notified if you become a casualty, and, to designate beneficiaries for certain benefits if you die. IT IS YOUR RESPONSIBILITY to keep your Record of Emergency Data up to date to show your desires as to beneficiaries to receive certain death payments, and to show changes in your family or other dependents listed; for example, as a result of marriage, civil court action, death, or address change. Regarding your designation in Item 11, "Allotment if Missing" (if used by your Service), please read the following			statement carefully, and sign on the line provided: I fully understand that, if I am captured, missing, or interned, my designation of allotments to dependents from my pay and allowances serves only as a guide to the Secretary of my Service. The Secretary may alter my designated allotment in the best interests of myself, my dependents, or the United States Government.		
1. NAME (Last, First, Middle)		2a. SSN	b. INITIAL (To indicate valid SSN)	3a. SERVICE	b. REPORTING UNIT CODE DUTY STATION
4a. SPOUSE NAME		b. ADDRESS (Include ZIP Code)			
5. CHILDREN a. NAME		b. RELATIONSHIP	c. DATE OF BIRTH (YYYYMMDD)	d. ADDRESS (Include ZIP Code)	
6a. FATHER NAME		b. ADDRESS (Include ZIP Code)			
7a. MOTHER NAME		b. ADDRESS (Include ZIP Code)			
8a. DO NOT NOTIFY DUE TO ILL HEALTH		b. NOTIFY INSTEAD			
9a. BENEFICIARY(IES) FOR DEATH GRATUITY (If no surviving spouse or child)			b. ADDRESS (Include ZIP Code)		c. PERCENTAGE
10a. BENEFICIARY(IES) FOR UNPAID PAY/ ALLOWANCES			b. ADDRESS (Include ZIP Code)		c. PERCENTAGE
11. ALLOTMENT DESIGNEE/PERCENTAGE IF MISSING (Subject to Secretarial determination)					
12. INSURANCE (SGLI and other Insurance Companies/Policy Numbers)		a. SGLI (Optional Service Use) <input type="checkbox"/> MAXIMUM <input type="checkbox"/> NO <input type="checkbox"/> OTHER (Amount) _____		b. INSURANCE COMPANIES/POLICY NUMBERS	
13. CONTINUATION/REMARKS					
14. SIGNATURE OF SERVICEMEMBER (Include rank, rate, or grade)			15. SIGNATURE OF WITNESS (Include rank, rate, or grade)		16. DATE SIGNED (YYYYMMDD)

DD FORM 93, AUG 1998 (EG)

PREVIOUS EDITION MAY BE USED.

Designed using Perform Pro, WHS/DIOR, Aug 98

Figure 302-3. DD Form 93, Record of Emergency Data

- d. HN Customs Requirements. TOs will ensure cargo transiting through foreign commercial ports complies with HN customs requirements. Every effort will be made to route cargo shipments through to final customer destination. When using commercial companies, use only those that can affect HN customs clearances.
- e. Movement of Morale and Welfare Items. Morale, welfare, and gift items from individuals, private and public organizations, and DOD Morale, Welfare, and Recreational Services will normally be moved by the postal system. However, supported CDRs may elect to use the DTS and establish the priority for movement, in conjunction with State Department approval. USTRANSCOM will inform all supporting commands in the event consolidation points are established for movement of high priority mail and other morale items. Army and Air Force Exchange Service items will be shipped IAW CDR priorities and be at a minimum coordinated and tracked.

F. MILITARY INSTALLATION MATERIEL OUTLOADING AND RECEIVING CAPABILITY REPORT

1. Purpose. This report prescribes procedures for submitting data on the capabilities of designated CONUS and OCONUS military installations to outload and receive materiel. This includes movement by rail, motor, and container under peacetime, mobilization, and deployment conditions. These data will be used by SDDC to plan and analyze the outloading and receiving capability of installations during peacetime and during mobilization and deployment.
2. Applicability. This report applies to CONUS-based Active and Reserve Components of the Army, Navy, Marine Corps, Air Force, Coast Guard, National Guard Bureau, DLA and to OCONUS geographical CDRs.
3. Supplementation. Local supplements to this report are permitted. If supplements are issued, a copy will be furnished to:
 - a. SDDC Operations Center, ATTN: SDG3-RP, 661 Sheppard Place, Fort Eustis, VA 23604-1644.
 - b. The Service or Agency HQ.
4. Interim changes. Interim changes to this report are not official unless they are authenticated by The Adjutant General, HQ, Department of the Army. Users will destroy interim changes on their expiration dates unless sooner superseded or rescinded.
5. Suggested Improvements. The proponent agency of this report is SDDC. Users are invited to send comments and suggested improvements directly to the SDDC Operations Center, ATTN: SDG3-RP, 661 Sheppard Place, Fort Eustis, VA 23604-1644.
6. Responsibilities.
 - a. Heads of the Army, Navy, Marine Corps, Air Force; Coast Guard, Director DLA; Chief National Guard Bureau; Chief Army Reserve; and OCONUS geographical CDRs. These individuals will:
 - (1) Select the CONUS and OCONUS military installations for which materiel outloading and receiving capability data will be developed and reported to SDDC.

- (2) Select military installations for peacetime and mobilization movement, re-supply, and ammunition requirements from activities where units re-supply in support of OPLANs originate.
 - (3) Advise SDDC Operations Center (SDG3-RP) of any change in the installations required to submit the report.
 - (4) Report all active and inactive installations that will have a mobilization mission during the first 180 days of mobilization.
 - (5) Develop, review, and submit to SDDC the outloading and receiving capability reports for select installations according to this regulation.
 - (6) Update installation materiel outloading and receiving capability as required by Paragraph F.7, this Chapter.
- b. SDDC. The SDDC Operations Center will use the reported data to:
- (1) Plan mobility movements for the Services and DLA such as:
 - (a) OPLAN movement feasibility analyses.
 - (b) Mobilization movements.
 - (c) Program deployment analyses.
 - (2) Report installation shortfalls to the Services, DLA, the National Guard Bureau, Army Reserves, and geographical CDRs.
 - (3) Identify early surge and mobilization capabilities critical to materiel outloading and receiving.
7. Submission Instructions. Completion of DD Form 1726, Military Installation Materiel Outloading and Receiving Capability Report, Figure 302-4, must be accomplished online at <http://www.sddc.army.mil>. Select the Global Cargo Distribution tab; select DD Form 1726 under Quick Links. Instructions are embedded in the online form and can be accessed by placing the cursor over the field. Instructions for preparing DD Form 1726 are in Table 302-3. Instructions for submitting DD Form 1726, are as follows:
- a. Annual report. The DD Form 1726 will:
- (1) Be prepared each year.
 - (2) Cover the period ending 31 December.
 - (3) For information, contact the SDDC Operations Center, ATTN: SDG3-RP, 661 Sheppard Place, Fort Eustis, VA 23604-1644 (Commercial: 757 878-8358, Defense Switched Network [DSN]: 826-8358). Annual reports are due by 10 February of each year. If 10 February falls on a non-duty day, the report is due the next duty day. A copy will be sent to the Service or Agency.

b. Addition and change reports. The DD Form 1726 will be submitted for addition and change reports:

- (1) Within 30 days of activation of an installation.
- (2) For an installation whose existing capability exceeds a 10-percent variance, plus or minus, in any reporting block from the previous report.

Table 302-3. Preparation Instructions for DD Form 1726

Block	Instructions
Block 1 Submission Date	The date submitted will be automatically populated.
Block 2 Period Ending	Enter one of the following: a. Annual report. Enter the day, month, and year of the report, for example, 31-DEC-03. b. Interim report. Enter either the date the installation was activated or the date the installation's capability was either upgraded or degraded.
Block 3 Installation Name	Skip. The installation name will be automatically populated
Block 4 GEO Location Code	Using the drop down table, enter the GEO Location Code for the installation/activity reporting. The installation name and address will be automatically populated.
Block 5 POC	Enter the name of the POC.
Block 6 Phone	Enter the telephone number of the POC to include area code and DSN Number.
Block 7 E-Mail	Enter the POC electronic mail address.
Block 8 Address	Enter the installation/activity mailing address.
Block 9 Peacetime daily Wartime daily Daily Capability	Day 0 is the maximum 8-hour capability. For days 1 through 6, enter the daily capacity that can be attained using resources that would be reasonably available during peacetime. Day 0 through 91 plus days is the maximum capability that can be attained using all available resources. Enter the capability data for each day or day periods (for example, 11 through 20) until full mobilization capability is reached. If full mobilization will not be realized until after day 91, enter the full-mobilization capability. <u>Concurrent motor/container on chassis</u> . Enter the maximum daily capacity for combined motor operations expressed in truck/container on chassis units. (Do not report concurrent motor capability if the installation has no rail capability.) <u>Concurrent rail</u> . Enter the maximum daily capacity for combined rail operations expressed as number of railcars. (Do not report concurrent rail capability if the installation has no motor capability.) <u>Single motor/container on chassis</u> . Enter the maximum daily capacity for single-motor operations expressed in truck/container on chassis units. <u>Single rail</u> . Enter the maximum daily capacity for single-rail operations in number of railcars. If the installation does not have on-installation rail capacity, indicate the nearest military/commercial rail facilities available and enter its capacity. <u>Single Container</u> . The maximum number of containers that can be downloaded from rail or motor, stuffed or stripped, and backload on rail or motor under peacetime or surge operations.
Block 10 Remarks	Include a summary of any other data that may affect the installation's capability figure. An example would be the explanation of any off-site Government or Commercial facility
Note: Capability will be developed in the number of each transportation equipment type (rail, motor, and container) that can be processed daily. The data contained in SDDC Transportation Engineering Agency (TEA) surveys should be considered when determining outloading and receiving capability.	

MILITARY INSTALLATION MATERIEL OUTLOADING AND RECEIVING CAPABILITY REPORT				REPORT CONTROL SYMBOL SDDC-7(R-2)						
				1. SUBMISSION DATE (DD-MMM-YY):			2. PERIOD ENDING (DD-MMM-YY):			
TO: COMMANDER MILITARY SURFACE DEPLOYMENT and DISTRIBUTION COMMAND ATTN: SDG3-RP 661 SHEPPARD PLACE FORT EUSTIS, VA 23604-1644				3. INSTALLATION NAME:						
				4. GEO LOCATION CODE:						
				5. POC:						
				6. PHONE:						
				7. E-MAIL:						
				8. ADDRESS:						
9. DAILY OUTLOADING & RECEIVING CAPABILITY FOR SINGLE & CONCURRENT OPERATIONS										
DAY	PEACETIME					WARTIME				
	CONCURRENT		SINGLE			CONCURRENT		SINGLE		
	MOTOR	RAIL	CONTAINER	MOTOR	RAIL	MOTOR	RAIL	CONTAINER	MOTOR	RAIL
0										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11-20										
21-30										
31-40										
41-50										
51-60										
61-90										
91-__										
10. REMARKS:										

DD FORM 1726 (DRAFT) NOVEMBER 2003

Figure 302-4. DD Form 1726, Military Installation Materiel Outloading and Receiving Capability Report

THIS PAGE INTENTIONALLY LEFT BLANK